Alcatraz and at Anchorage No. 9. Two scenarios were also run as representative of 100,000 bbl spills in the outer coast shipping lanes. All models were run to display the maximum areal extent of oiling. Two seasonal variations were run for each scenario, representative of the variable wind conditions in the Bay. The time-course of movement and spread of the oil was then modeled under specified winds and currents to the maximum oil spread.

Scenarios Applicable to the Shore Marine Terminal

Three of the modeled scenarios from the Unocal EIR are presented herein, and are considered applicable to the Shore marine terminal as an aid in determining the potential spread of oil spills that could originate from the established tanker route near Carquinez Strait. Even though the points of release for these scenarios are outside of Carquinez Strait, the scenarios show that that tidal conditions are such that oil can easily spread and beach in the area of the Shore marine terminal. These results are in line with those provided in Shore Terminals own spill model and trajectory analysis included in their Spill Response Plan (see Appendix B-2), and the Clean Bay trajectory analysis contained in the Wickland Oil Martinez 1998 Application (see Appendix B-3). All three analyses are consistent in that they show widespread oiling in Carquinez Strait. Thus, no new oil spill modeling has been conducted specific to the Shore marine terminal. *For the purposes of the analysis in this EIR, it was assumed that spills of oil at or near the Shore marine terminal have the potential to contact all areas in Carquinez Strait and into San Pablo Bay.*

The three figures from the Unocal EIR follow (Figures 4.2-5 through 4.2-7), and are described as follows:

Bay Scenario No. 4. Scenario No. 4 was a 20,000-bbl spill of crude oil released over a 24-hour period along the tanker route about 2 kilometers northwest of the ConocoPhillips (former Unocal) Marine Terminal. The modeled spill was moved by a sequence of winds beginning June 26, 1990, and a flood tide; all spill elements had beached after 63 hours. Initially, oil was carried on flood tide through the Carquinez Strait and deep into Suisun Bay, and then carried on ebb tide into central San Pablo Bay. Contact with the shoreline was continuous from Mare Island along the north side of Carquinez Strait to Army Point (at the northern terminus of the Benecia-Martinez Bridge), and along the south side from Davis Point to the town of Crockett. Patches of oil also beached from Martinez to Port Chicago and in Suisun Bay on Simmons Island (part of Grizzly Island).

Bay Scenario No. 5. Scenario No. 5 was a 1,000-bbl spill of crude oil released in the tanker land at the east end of Carquinez Strait. The modeled spill was moved by a sequence of winds beginning February 14, 1990, and a flood tide; all spill elements had beached after 27 hours. Within the first 3 hours, winds and currents carried oil out of the Strait and into Suisun Bay. Over the next 24 hours, oil spread extensively to contact intertidal mudflats in Grizzly Bay, and around Roe, Ryer and Simmons Islands in Suisun Bay. Shoreline contact occurred predominately along eastern Grizzly Bay and the south side of Simmons and Dutton Islands.